

~~SECRET/NOFORN~~

APPENDIX C

ESTIMATED DIVERSION OF OTHER GOODS
FROM SEA TO OVERLAND TRANSPORT

During the first ten months of 1956, some 394,000 gross tons of shipping arrived in China from European Bloc ports, carrying an estimated 432,000 tons of cargo. Of this, 51,000 tons was petroleum arriving in tankers, in addition to which 9,000 tons came in other vessels, either in packaged form or in deep tanks. Although arrivals on a monthly basis had been spotty, both September and October had been good representative months.

The monthly rate of arrival for the first ten months was 43,200 tons. If 6,000 tons of petroleum and its products were to be deducted, the balance of dry cargo arriving would be 37,200 tons average per month. At this rate of flow, the effect of the Suez closure at the start would have been to delay for approximately a month the delivery of about 37,000 tons of goods by sea to China.* Inasmuch as sugar, mineral fertilizers and steel, which would not have been diverted, had been preponderant in the tonnage arriving throughout the year, the maximum diversion should not have exceeded 15,000 tons up to the end of the year.

Subsequently, with shipping resumed around the Cape at rates far cheaper than would be incurred in the overland rail haul, it is believed that diversions were held to a minimum.

* Between 17 November and 15 December, very little freight arrived in China from European Bloc ports.

~~SECRET/NOFORN~~